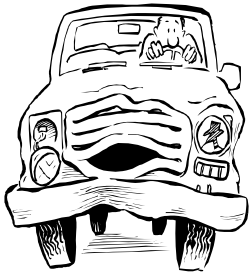


TAKE IT OR LEAVE IT?



In the United States we almost always think of having our own car. The U.S. government will generally pay for the shipment of one privately owned vehicle to a new duty station overseas. In a few cases, long distances between housing and the duty station may

render a vehicle a virtual survival tool. However, in some overseas assignments, taking your own vehicle with you is not permitted. Your orders will reflect this information and SITES and your sponsor will also provide you with details. In some overseas areas, local used cars, vans and motorcycles can be purchased fairly reasonably. But even if permitted, you may give some thought to not taking the large family vehicle with you.

Consider the type and size of your car and its present condition. Some models of American automobiles cannot be shipped to certain countries (pay particular attention to this issue if you are destined for Japan). Remember that an American car is a "foreign import" wherever you are going. Parts and service may be difficult to find or could be quite expensive. It may be advisable to purchase selected spare parts to take with you if you are going to an area with minimal service facilities (e.g., tires, fan belts, windshield wipers, hoses etc.). In addition, cars that use unleaded gasoline only may be a problem in an area where leaded gasoline is only available. In order for such a car to burn leaded gasoline, the catalytic converter will have to be removed, usually before shipping. Be sure to check on the availability of unleaded gasoline in your new host country

area **BEFORE** converting your vehicle. If conversion is done, keep all receipts, or you may not be able to return the vehicle to CONUS. Pollution control regulations vary greatly, with the cost of modifications to meet local laws running as high as several hundreds of dollars.

As you can see, in some instances it is much easier to leave the family car in CONUS or sell it and buy a used car from a military family leaving your new duty station. Such a vehicle will meet all the host nation's safety, pollution and insurance standards.

Whatever you decide about an automobile, be sure your decision is based on sound information and advice. Your receiving command or your sponsor is perhaps the best source of information.

DRIVER'S LICENSES

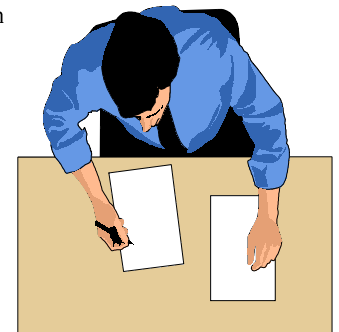
You may want to obtain an international driver's license. For information, call the American Automobile Association (AAA) in your area or the Department of Motor Vehicles. Make sure that you also have a valid U.S. license and know how to renew by mail if necessary. Bring mail renewal forms with you. Laws differ from country to country as to the validity of your American driver's license. In some countries your U.S. license is valid, but certain countries require a local license as well. In order to obtain a host nation license, you will need to have a valid U.S. license. Once again, it is invaluable to check with the FSC Relocation Assistance Program or your sponsor.



Paperwork

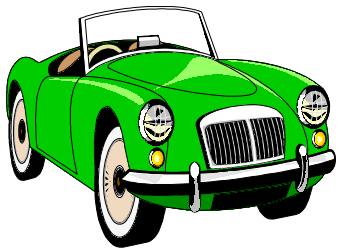
If you decide to take your vehicle with you, you will need all ownership and up-to-date registration papers with you in transit. If you have a bank/credit loan, you do not need a note from the bank giving permission to take the vehicle outside CONUS(OCONUS), although you may want to start an allotment to cover the payments. Upon arrival at your new duty station, contact the base shipping office immediately. If your vehicle has not yet arrived, provide an address and telephone number where you can be reached.

If someone is processing the car on your behalf, he or she must have a special power of attorney or a signed statement of authorization. Talk with your insurance agent about your current policy. Find out what it will cover in route and while overseas. It may be advisable to ask about special coverages. Sometimes your policy can be extended to cover the country to which you are going and sometimes not. You may need to have U.S. automobile insurance as well as host country insurance. Your new command and your sponsor can supply you with this information.



Old Roads New Rules

Crowded, narrow streets dating back to the fifteenth century may be picturesque, but they can be hard on the fenders and doors of wide-bodied American cars. On the other hand, although streets are narrow, a van is no larger



than some of the local trucks and buses and may be the only choice for a large family.

In many other countries, the driving is on the opposite side of the road. Cars manufactured for those countries are made with right-hand steering wheels that make driving easier. If you choose to purchase a used car overseas, getting use to driving on the opposite side is not difficult and you will find you adjust to the new steering quickly as well.

Another consideration is a CB. If you have one in your car, make sure it is allowed in the host country. In many countries, CBs are illegal. The same should be considered about radar detectors.

OVERSEASMANSHIP

OVERSEASMANSHIP

OVERSEASMANSHIP INFORMATION BROCHURE

DEVELOPED IN COOPERATION WITH:

PERS-6

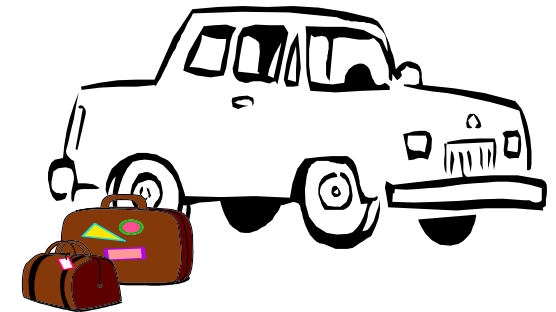
NAVY WIFELINE

BUMED

**OFFICE OF THE
CHIEF OF CHAPLAINS**

**OFFICE OF THE
MASTER CHIEF PETTY OFFICER
OF THE NAVY**

THE FAMILY CAR



For additional information contact:

**Family Service Center
Relocation Assistance Program**